

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3560

T.H. 12

S.P. 8601 & S.P. 8602

East Corporate Limits of Montrose to

North Corporate Limits of Delano

Prepared: September, 1963

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T. S. Thompson

September 26, 1963

Johan Nygaard

TH 12, SP 8601 & 8602, East Corporate Limits of Montrose to North Corporate Limits of Delano

This report is submitted in response to your August 5, 1963 request for 1983 ADT, DHV, and HCADT for the project location shown on the map on page 2.

For each segment numbered on the index map on page 3, the following data are tabulated on the form on page 4.

- Total ADT
- Total Heavy Commercial ADT
- Vehicle Type Distribution
- DHV Without Directional Distribution
- Directional Distribution of DHV

Segment 4, having the highest 1983 ADT, has a 1962 ADT of 3000.

Basic data method and assumptions required to prepare the 1983 traffic estimates are presented on page 5.

This request was initiated by B. L. Warzala.

JN:dt
WB

- 1 -



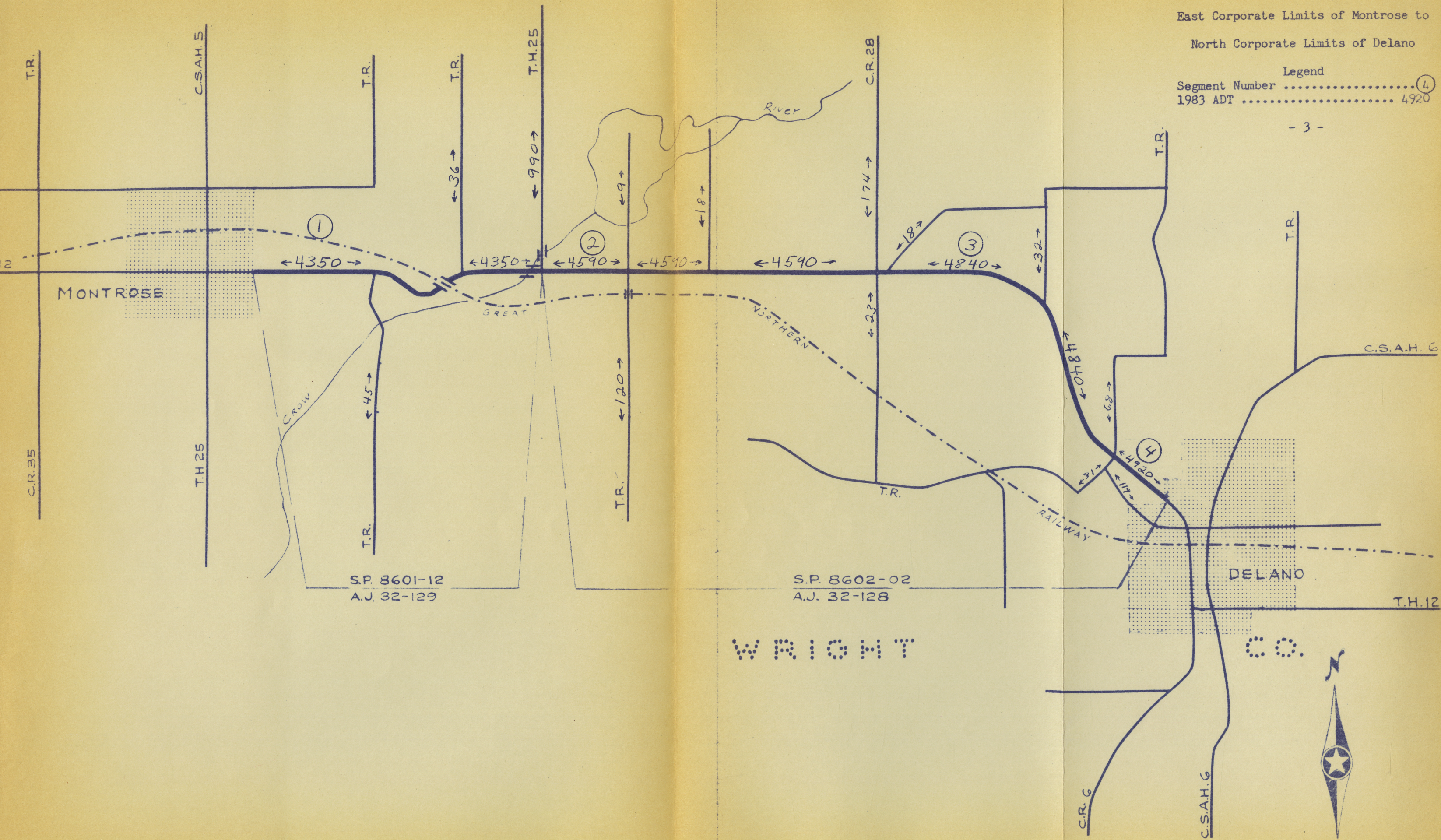
East Corporate Limits of Montrose to

North Corporate Limits of Delano

Legend

Segment Number ④
1983 ADT 4920

- 3 -



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1983 PART 1 OF 1

FOR

T.H. 12 S.P. 8601 & 8602 LENGTH - MILES
COUNTY Wright LOCATION E. Corp. Limits of Montrose
to N. Corp. Limits of Delano

BASED ON

1983 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 1 AS
DEFINED ON ATTACHED INDEX MAP

| VEHICLE * TYPE | SEGMENT NUMBER | | | | | | | | | |
|-----------------------------|----------------|-------|-------|-------|--|--|--|--|--|--|
| | 1 | 2 | 3 | 4 | | | | | | |
| 0 | 3822 | 4034 | 4268 | 4344 | | | | | | |
| 1 | 140 | 150 | 158 | 160 | | | | | | |
| 2 | 58 | 60 | 63 | 64 | | | | | | |
| 3 | 66 | 68 | 69 | 69 | | | | | | |
| 4 | 100 | 105 | 106 | 106 | | | | | | |
| 5 | 134 | 141 | 142 | 142 | | | | | | |
| 6 | 30 | 32 | 34 | 35 | | | | | | |
| TOTAL ADT | 4350 | 4590 | 4840 | 4920 | | | | | | |
| TOTAL H. COMM. ADT | 528 | 556 | 572 | 576 | | | | | | |
| TOTAL DHV | 600 | 633 | 668 | 679 | | | | | | |
| DIRECTIONAL DISTRIBUTION | 55-45 | 55-45 | 55-45 | 55-45 | | | | | | |

* VEHICLE TYPE CODE

- 0 = PASSENGER CARS AND 4 TIRE TRUCKS
1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
2 = SINGLE UNIT-3 AXLE TRUCKS
3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
6 = BUSES AND TRUCKS WITH TRAILERS

Basic Data, Method and Assumptions

During the past few years travel has not increased for the project section of TH 12. It is assumed that improvements to TH 12 will induce travel growth similar to the other trunk highways in its corridor during the past eleven years. The projection of travel for the project is based on its corridor increase less 400 trips a day expected to divert to TH 94 in combination with TH 28 between the Twin Cities to Morris and beyond.

The vehicle type distribution is a projection of the past eleven years vehicle classification counts for TH 12 east of Delano.

The DHV is based on the continuous hourly traffic records for TH 12 east of Delano.

Analysis of the 30th highest hour occurring on TH 12 west of Willmar for Sunday, August 18, 1963, revealed a 55-45 directional distribution of the DHV. It was assumed that travel on this section of TH 12 would be similar to the present project location.